

PLANE TALK

UPCOMING EVENTS

- **Sat., Oct. 15, 2005**—7:15 am—Offutt AFB Civilian Fly-In
- **Wed., Oct. 19, 2005**—7:00-9:30 pm—Aviation Safety Meeting, Infinity Air, Inc. 972 So. 64 Road, Nebraska City, NE, Airport
- **TUES., OCT. 25, 2005**—7:00-9:30 pm—Aviation Safety Meeting, Terminal Bldg, O'Neill, NE, Municipal Airport
- **Wed., Oct. 26, 2005**—7:00-9:30 pm—Aviation Safety Meeting, Airport Terminal Building, 500 So. Hall St., Valentine, NE
- **Wed., Oct. 27, 2005**—7:00-9:30 pm—Aviation Safety Meeting, Terminal Bldg., North Platte, NE, Regional Airport
- **Tues., Nov. 8, 2005**—7:00-9:30 pm—Aviation Safety Meeting, Nebraska Humane Society, 8929 Fort St., Omaha, NE
- **Wed., Nov. 9, 2005**—7:00-9:30 p.m.—Certified Flight Instructor Meeting, Lincoln FSDO, Lincoln, NE
- **Tues., Nov. 15, 2005**—7:00-9:30 p.m.—Aviation Safety Meeting, Kimball, NE, Municipal Airport
- **Wed., Nov. 16, 2005**—7:00-9:30 p.m.—Aviation Safety Meeting, McCook Public Power Building, McCook, NE
- **Thurs., Nov. 17, 2005**—7:00-9:30 p.m.—Aviation Safety Meeting, Terminal Bldg., Lexington, NE, Municipal Airport
- **Wed., Dec. 7, 2005**—7:00-9:30 pm—Certified Flight Instructor Meeting, UNO Eppley Administration Bldg., Omaha, NE

For Safety Meetings:
www.faasafety.gov

FAA, Flight Standards District Office

3431 Aviation Road, Suite 120,

Lincoln, NE 68524, 402 475-1738, FAX 402 458-7841

http://www.faa.gov/about/office_org/field_offices/fsdo/lnk/

For Safety Meeting Info—www.faasafety.gov

CHANGE OF ADDRESS

If you change your address or do not want to continue to receive PLANE TALK, please let us know so we can change our address listing.

FAA AVIATION NEWS

For more FAA information, you can subscribe to the **FAA AVIATION NEWS** magazine by calling the Government Printing Office (GPO) at (202) 512-1800. GPO's code for the magazine is FAN. You can also call the FSDO, (402) 475-1738, and ask for a copy of the magazine and use the subscription form included in the magazine. We only get a few extra copies of the magazine for each edition, but we will put your name on a waiting list and send you one when we get it. Cost of the magazine is \$21.00 per year.

SECURITY

Because of increased security at FAA offices, we must keep our office locked; therefore, no one will be allowed in the office without an appointment. **Also, when entering our facility, you may not have any items in your possession that are not fully exposed and easily viewed. Briefcases, purses and backpacks are not allowed. REMEMBER: PLEASE CALL FOR AN APPOINTMENT BEFORE YOU MAKE A TRIP TO OUR OFFICE.**



WINGS PROGRAM PARTICIPANTS

Congratulations to the following pilots for having successfully participated in the Pilot Proficiency Award (WINGS) Program:

PHASE 1: Wayne L. Bates, Hideaki Moriyama, Michael J. McArdle, Matt Olson, Jeffrey D. O'Tool, Dale E. Standley, Ryan Thurber

PHASE II: Steven A. Bartels, James Carpenter, Roger Carpenter, Ronald G. Gibbons, Andrew L. Hove, Daniel L. Vogt, Larry L. Williams

PHASE III: Merritt J. Hoelker, Kevin L. Saathoff, Charles C. Shipman

PHASE IV: Bayne G. Linden, Russell S. Timmerman

PHASE V: Vernon L. Platt, Mark Werth

PHASE VI: Edward D. Hayes, Russell C. Ross

PHASE VII: Susan Biba, Patrick Dennison, K.C. Hehnke, Paul M. Grieger

PHASE VIII: John L. Campbell, Ted Kayton

PHASE IX: Mylon R. Eisenhauer, Philip E. Jossi, Daniel R. Peterson

PHASE X: Britt J. Harris, Arthur W. Jordan

PHASE XIII: Jerry R. Witthuhn

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SPORT PILOT AT THE 2005 AIR VENTURE



During the last week in July of this year I had the opportunity to go to Oshkosh, Wisconsin, to the 2005 Air Venture. This year had a record attendance of about 700,000 people. One of the most popular displays at Air Venture was the Sport Pilot Mall. The mall was an outdoor display of different types and categories of Light Sport Aircraft (LSA). A total of 35 LSA were on display at the mall. Represented categories of LSA were airplane, gyroplane, weight-shift-control, and powered-parachute. Not represented were glider and lighter-than-air. These latter two categories of LSA either do not exist or the manufacturers did not attend Air Venture.

There were 13 factory-built aircraft on display that are certificated under the new ASTM consensus standards. These aircraft are called special-light sport aircraft (S-LSA). ASTM consensus standards address aircraft design, production, and airworthiness issues. These standards are an international effort that allows government, industry, and consumers to work together to develop standards that will insure safety without the expense of current aircraft certification rules.

Another category of LSA aircraft is the experimental light-sport aircraft (E-LSA).

At least one E-LSA was on display. These aircraft are amateur built and the manufacturers state that they only require minor assembly. The manufacturers must have received a S-LSA airworthiness certificate before they can offer these as an E-LSA kit. Owners of ultralight aircraft will also be able to get their aircraft registered with an N-number and obtain an airworthiness certificate under E-LSA.

Currently there are 131 different makes and models of standard category aircraft that meet the LSA performance definition and can be flown under the LSA rule. The Aeronca 7AC Champ meets this definition and a beautiful example of this aircraft was on display at the Sport Pilot Mall.

This was just a highlight of the Sport Pilot Mall at Oshkosh. If you haven't had the opportunity to visit Air Venture, you are missing out on a great experience. Please feel free to contact our office with any sport pilot questions at 402-475-1738 or visit our website, www.faa.gov and search for sport pilot. Of course, the Experimental Aircraft Association and the Aircraft Owners and Pilots Association are also excellent sources of information on sport pilot.

Dan Petersen, ASI

DISCONTINUANCE OF 121.5 & 243 MHZ SATELLITE DISTRESS ALERTS

The Cospas-Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. Users of the system will have to switch to emergency beacons operating at 406 MHz in order to be detected by satellites. These are more reliable and provide search and rescue agencies complete information that they need to do their job.

Reasons for the Cospas-Sarsat program to discontinue use are driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation

Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon (ELT) may wish to take the Cospas-Sarsat decision into account. For further information please see www.sarsat.noaa.gov.

*KNOW SAFETY—NO PAIN
NO SAFETY—KNOW PAIN*

TRANSPORT CATEGORY AIRCRAFT - MATERIAL FLAMMABILITY STANDARDS

The FAA Aircraft Maintenance Division, AFS-300, issued two Flight Standards Information Bulletins for Airworthiness (FSAW 05-09 and FSAW 05-10) pertaining to the flammability requirements of thermal and acoustic insulation blankets for transport category aircraft. If you are operating a transport category aircraft, this information should hold particular significance. Please note that replacement of your aircraft insulation material is not required at this time. However, when the interior insulation material is replaced, that material must meet the certification requirements set forth in FAR Part 25.

FSAW 05-09 provides information for air carriers operating under 14 CFR 121 and 135 to ensure continued compliance with FAR Parts 121.312(e)(1) and 135.170(c)(1).

FSAW 05-10 provides information for operators under 14 CFR 91 and 125 to ensure continued compliance with FAR Parts 91.613(b)(1) and 125.113(c)(1).

These Airworthiness Information Bulletins can be found on the FAA website at http://www.faa.gov/library/manuals/examiners_inspectors/8300/. This link will provide access to the Airworthiness Inspector's Handbook, FAA Order 8300.10. Select "Information Bulletins" then select "2005." We recommend that you review these documents carefully to ensure continued compliance with the regulatory requirements of 14 CFR Parts 25, 43, and 145. Please contact us with any questions or comments.

SECOND IN COMMAND (SIC) PILOT TYPE RATING

Recently, there have been reports that some foreign civil aviation authorities have been grounding U.S. flights because the second-in-command (SIC) pilot did not hold the appropriate pilot type rating. The FAA has established a new SIC pilot type rating that will permit U.S. flight crews to continue to operate outside of U.S. domestic airspace without the threat of being grounded.

The new requirements are in 14 CFR Section 61.5(b)(7)(iv) and in 14 CFR Section 61.55(a)(3),(d), and (e). Effective September 6, 2005, the new rule established an SIC pilot type rating and associated qualifying procedures. By June 6, 2006, all persons who serve as an SIC pilot for flights outside of U.S. domestic airspace will be required to hold the appropriate SIC pilot type rating.

The final rule applies to Part 91 SIC pilots involved in private carriage and fractional ownership as well as pilots for Part 121, 125 or 135 operations.

The SIC pilot type rating applicant must receive the familiarization training under 61.55(b) from a qualified pilot in command

or an authorized flight instructor who holds the aircraft type rating on his/her pilot certificate.

The ground training may be given by an authorized advanced ground instructor, an authorized flight instructor, or a qualified pilot in command. The person providing the training must sign the applicant's logbook or training record after EACH lesson in accordance with Part 61.51(h)(2). Each entry must specify the type and amount of training given.

In lieu of the trainer, a qualified management official within the trainer's organization (Chief Pilot, Director of Training, Director of Operations or comparable) can verify and sign the applicant's flight experience and/or training records or logbook and make the required endorsement.

A sample SIC type rating temporary certificate and application can be found at <http://registry.faa.gov/sic/sic.pdf> for further guidance.

The Lincoln FSDO has begun issuing the SIC type rating and can assist with any questions you may have.



WEBSITE CHANGES



Some of you may have noticed the changes going on at the FAA's main website, www.faa.gov. These changes have now filtered down to involve all field offices as well. In an effort to standardize the content on all websites, every FAA website will be altered. For those of you who frequent the Internet for information, your bookmarks will change. We are all going to have a period of adjustment as they finalize the improvements to the sites. The Lincoln FSDO is including a list of frequently requested sites and their new addresses. We are not sure if they are permanent addresses. We sincerely apologize for the inconvenience; however, in the long run, these changes should make finding information much easier.

If you need any assistance locating information, have any questions, or see room for improvement, please do not hesitate to call the office. We will do our best to make this change as painless as possible. If you know of other sites that you use, which are not listed below and cannot locate, contact us and we will try to find the new web location.

We thank you, in advance, for your patience and cooperation during the transition.

Please make a note of the **Lincoln FSDO's** new web address:
http://www.faa.gov/about/office_org/field_offices/fsdo/lnk/

Career Opportunities

<http://www.faa.gov/jobs/>

Aircraft Registry

<http://www.faa.gov/aircraft/>

Airmen Registry

http://www.faa.gov/licenses_certificates/

Aviation Medical Examiners

http://www.faa.gov/licenses_certificates/medical_certification/

Advisory Circulars

http://www.faa.gov/regulations_policies/

Airworthiness Directives

http://www.faa.gov/regulations_policies/

Forms

<http://www.faa.gov/forms/>

Pilot Safety (Seminars/WINGS)

http://www.faa.gov/safety/programs_initiatives/pilot_safety/

Safety Program

<http://www.faasafety.gov/>

Mechanic/Pilot/Passenger Information

<http://www.faa.gov/mechanics/>

<http://www.faa.gov/pilots/>

<http://www.faa.gov/passengers/>

Student Resources

http://www.faa.gov/education_research/education/student_resources/

Expansion of Murphy's Law: No matter what goes wrong,
there's always someone who knew it would!!

“MASTER AIRMEN” RECOGNITION PROGRAM

The Lincoln FSDO recently completed recognizing an initial group of Master Airmen from the FSDO's jurisdictional area.

The FAA developed two recognition programs to honor those airmen, both pilot and mechanic, who have been engaged in either flying and/or conducting maintenance in the aviation arena in excess of 50 years. Additional requirements are specific to the individual certificate(s) held. The award may be presented posthumously for 3 years after the nominee's death.

The award consists of a certificate signed by the FAA Administrator, letter of recognition and a specially designed lapel pin to wear.

The two programs are called the Wright Brothers “Master Pilot” Award and the Charles E. Taylor “Master Mechanic” Award.

The current honorees for the “Master Pilot” award are:

Mr. Bernard R. Baker (Deceased): Commercial, ASEL, MEL, Instrument, CFI: Civil & Military experience; Soloed December, 1943—Fairchild PT19

Mr. Charles E. Daubs: Commercial, ASEL, MEL, Instrument; Civil & Military experience; Soloed: September, 1951—Piper J3

Mr. Harlon A. Hain: Commercial, ASEL, MEL, Instrument; Civil & Military experience; Soloed: June, 1951—North American T6

Mr. Walter M. Price: Commercial, ASEL, MEL, Instrument; Civil & Military experience; Soloed: August, 1954—Piper PA18

Mr. Curtis L. Risk: Commercial, ASEL, MEL, Instrument, CFI; Civil experience; Soloed: August, 1948—Piper J3

Mr. Vincent R. Robertson: Commercial, ASEL, MEL, Helicopter; Civil & military experience; Soloed: July, 1952—North American T6

Mr. Vernon H. Sudbeck: Private, ASEL; Civil experience; Soloed: May, 1948—Cessna 140

The award acknowledges the exemplary service, professionalism, and devotion to safety that all the honorees provide for their peers and future pilots. This demonstrated skill and expertise help to make the dream of flight a reality and ensure that the National Airspace System of the United States is the safest and most advanced aviation system in the world.

The FAA also acknowledges those persons who support the honorees in their quest to fly, by presenting a letter of recognition and a lapel pin to the spouse.

Congratulations to all of the honorees and their families for their accomplishments.

If anyone desires additional information regarding this or any other recognition program, please go to the internet web page www.faasafety.gov or contact the Safety Program Manager at the Lincoln FSDO.



WINTER FLYING TIPS

With fall here and winter not far behind, it is time to start thinking about how we can safely handle the demands that cold weather places on our flight operations. Not only do we need to consider the weather, but also the aircraft, aircraft performance, airport conditions and ourselves, the pilot.

Get a thorough preflight weather briefing. With the colder temperatures, we can expect ice to be a factor. Make sure the aircraft is free of any frost or ice before departure. If your aircraft is not certified for flight into known icing, be sure you can fly your planned flight without encountering any icing and have a plan to escape the ice if you enter it inadvertently.

Preheat your aircraft engine in cold temperatures. This will allow the engine to be lubricated well during start up. Make sure all of your systems are in proper working order, such as pitot heat and cabin heaters and that the battery is well charged.

Check on airport conditions. It seems like every year there are countless aircraft that taxi into a snow bank or lose a game of chicken with a snowplow. Runways can be very slippery with ice and even though the runway might be reported in good condition, the taxiways could be extremely hazardous, so taxi with care. Also, a slushy runway impedes our aircraft acceleration causing longer take off distances. Landing distances also increase, due to loss of braking ability on icy runways.

Dress appropriately and expect the unexpected. Last but not least, be sure to take care of yourself. Remember to have the proper clothes with you in case you have an unexpected off-airport landing. A survival kit would be helpful in case you have to spend the night, and/or your passengers have injuries. You did file a flight plan, right? Colds and sicknesses happen more frequently in winter. Make sure you are fit for flight and not taking any prohibited medications. A carbon monoxide detector is a good idea to have on board to help you identify a problem with your cabin heat and it provides you a heads up to divert, before you become incapacitated.

This article was not meant to be a comprehensive lesson on winter flying; just a nudge to get your mind in the right perspective when winter comes. Fly safely and keep warm.

Dan Petersen, ASI

DID YOU KNOW...

A new rule was published in the Federal Register on September 16, 2005. 14 CFR, Part 3 introduces two very important points— (1) It provides the first published definition of “airworthy;” and, (2) It strengthens the language for making fraudulent and/or false statements in a record.

Part 3—General Requirements is short but full of valuable information for those that use and maintain aviation products. Although the rule leans heavily on the production and manufacturing side of aviation, it is applicable to records made under Part 43—except for Section 3.5 (b). The rule contains an **Applicability** section that details who the rule applies to. The second section contains information on **Statements about products, parts, appliances and materials**.

Section 3.5 provides definitions for the terms Airworthy, Product, and what a Record is.

- *Airworthy* means the aircraft conforms to its type design and is in a condition for safe operation.
- *Product* means an aircraft, aircraft engine, or aircraft propeller.
- *Record* means any writing, drawing, map, recording, tape, film, photograph, or other documentary material by which information is conveyed in any format, including, but not limited to, paper, microfilm, identification plates, stamped marks, bar codes, or electronic format, and can either be separate from, attached to or inscribed on any product, part, appliance or material.

Other key points of this rule include a prohibition against intentionally making mislead-

ing statements when conveying information related to an advertisement or sales transaction—

- That a type-certificated product is airworthy; or that a product, part, appliance or material is acceptable for installation on a type-certificated product if that representation is likely to mislead a consumer.
- That no person can make, through omission of material information, a representation that a type-certificated product is airworthy, or a product, part, appliance, or material is acceptable for installation on a type-certificated product in any record is that representation is likely to mislead a consumer.

That is the legal language. What it means, basically, is that one cannot intentionally make false statements or withhold information on a type-certificated product if those statements or records will mislead a consumer into believing the part is airworthy and acceptable for installation on aircraft, aircraft engines, or propellers.

The section of the rule that doesn't apply to records made under Part 43 include prohibitions against making fraudulent and intentionally false statements when advertising or selling products or parts representing them as airworthy when they may, in fact, not be. Part 43 already contains prohibitions against making false statements in maintenance records or aircraft logbooks so the duplication in this part of 14 CFR wasn't necessary. Diana Frohn, Manager



ACCIDENTS

While in the traffic pattern a Yak 52 experienced loss of engine power. Pilot stated he did not have altitude or airspeed to make a glide to either runway and he elected to land the aircraft in a corn field gear up. The aircraft received substantial damage and there were no injuries. A plugged fuel line caused the problem.

During an instructional flight, a Blanik Glider made a hard landing at an airport. When approaching the runway, the glider slowed and a high rate of descent developed. Increasing the angle of attack to arrest the descent caused the tail wheel to strike the runway and come down hard on the single main wheel

causing substantial damage to the glider. There were no injuries.

During a cross country flight, the pilot of a Beech BE-33 was switching fuel tanks when the engine lost power. The pilot tried to turn the fuel boost pump on but was unable to get any pressure. The pilot started looking for a place to land. While landing on a hill of alfalfa, the aircraft touched down on the uphill side before impacting a dirt berm and a fence. The aircraft received substantial damage and the pilot was not injured.

INCIDENTS

A student pilot flying a Piper PA-28 on his first solo cross country was landing with a right crosswind when the aircraft struck a runway sign and the left main gear collapsed. The aircraft received minor damage and the pilot was not injured.

The landing gear of a Piper PA-24 collapsed on landing. The gear was down but collapsed due to mechanical failure. The aircraft received minor damage and there were no injuries.

The pilot of a Cessna 421B on a local flight was adjusting the elevator trim for level flight at 12,000 feet AGL when he heard a loud pop from the tail section of the aircraft. The aircraft pitched nose down at a 75 degree angle and the pilot declared an emergency stating he was unable to maintain altitude. He recovered from the dive at approximately 7,000 feet and landed without incident. Inspection disclosed that the forward elevator trim tab actuator bolt was missing. The aircraft received minor damage and there were no injuries.

The pilot of a Bellanca BL-17-30 was going to make a local flight to check the radio. He did not check the NOTAMS at the local airport. He started to takeoff from the displaced threshold of the runway and he did not notice the yellow "X" indicating the runway was closed and he could not stop in time. The pilot hit a brick with the nose wheel tire causing the tire to blow out. The brick was holding the markings in place. The aircraft received minor damage and there were no injuries.

A Cessna 500 was at flight level 430 when the cabin door started to make a noise. The aircraft was still pressurized. Between flight level 200 and 180, the noise went away. The aircraft diverted to an airport and landed without incident. After contact with Cessna Aircraft, it was theorized that moisture had entered the system, froze at altitude blocking the hole that allows air to enter the seal and then thawed during the descent. No problem with the seal was found.

The pilot of a gas balloon was participating in a balloon race from Albuquerque, NM, to Minnesota. He experienced heavy downdrafts while over Kansas that caused him to release most of his sand ballast. While over Nebraska, he decided he needed to land in daylight conditions. The winds over Nebraska were gusting to over 30 knots. He selected a field and due to the strong winds made a hard landing. The pilot's shoulder was dislocated. The balloon was not damaged.

A Cessna 172RG was enroute with flight following. Minneapolis Center advised they lost transponder and requested pilot to switch to VFR code. The pilot noticed the frequency lights on the radios going dim and electric fuel gauge reading low. He was unable to determine the remaining fuel and, using a portable GPS, located the nearest airport. He manually lowered the landing gear due to lack of electrical system. He landed hard and bounced into the grass next to the runway. There was no damage and no injuries. The alternator field circuit breaker was faulty.



ENFORCEMENTS

A private pilot departed VFR when the weather was IFR in Class E Airspace without the appropriate ATC clearance. A 120-day suspension has been recommended.

A commercial pilot entered Class C Airspace before establishing radio communications with Approach Control. A Warning Notice was issued.

A private pilot climbed 300 feet above his assigned altitude. A Warning Notice was issued.

A commercial pilot was observed taking off from an airport. At the time, he did not hold a current medical certificate. Revocation of his

certificate has been recommended.

A private pilot filed and flew an instrument flight plan in VFR weather without recent instrument experience. A Warning Notice was issued.

An airline transport pilot was cleared to taxi into position and hold. He departed without a takeoff clearance. A 30-day suspension has been recommended.

A private pilot operated in Class C Airspace without establishing two-way radio communication with ATC. A Warning Notice was issued.



(Continued on Page 8)



FEDERAL AVIATION ADMINISTRATION
Flight Standards District Office
3431 Aviation Road
Suite 120
Lincoln, NE 68524

EXTRA

WE'RE ON THE WEB

http://www.faa.gov/about/office_org/field_offices/fsdo/lnc/

ENFORCEMENTS (Continued)

A commercial pilot requested and received progressive taxi instructions and was instructed to hold short of the runway. Once holding short, he was instructed to cross the runway. After clearing the runway, he crossed the hold short line of another runway. The tower visually saw this and issued him a takeoff clearance from that runway. There was a lot of con-

struction going on at the time with a runway closure and numerous taxiway closures. The pilot was issued a Warning Notice.

An airline transport pilot operated an unairworthy aircraft without a special flight authorization after the effective date of the rule requiring a TAWS.

HUMOR BREAK

A photographer for a national news service was assigned to get photos of a big forest fire. Smoke at the scene was too thick to get any good ground shots, so he frantically called his home office to hire a plane.

"It will be waiting for you at the airport!" he was assured by his editor.

When he got to the small, rural airport, sure enough, a plane was warming up near the runway. He jumped in with his equipment and yelled, "Let's go! Let's go!" The pilot swung the plane into the wind and soon they were in the air.

"Fly over the north side of the fire," said the photographer, "and make three or four low level passes."

"Why?" asked the pilot.

"Because I'm going to take pictures! I'm a photographer, and photographers take pictures!" said the photographer with great exasperation and impatience.

After a long pause the pilot said, "You mean you're not my instructor?"

STAYING AHEAD OF THE CAUSE IS STILL THE BEST WAY TO PREVENT ACCIDENTS!